



Foggy Bottom News

Published for and by the citizens of Foggy Bottom

September 1984

Volume 29, No 6

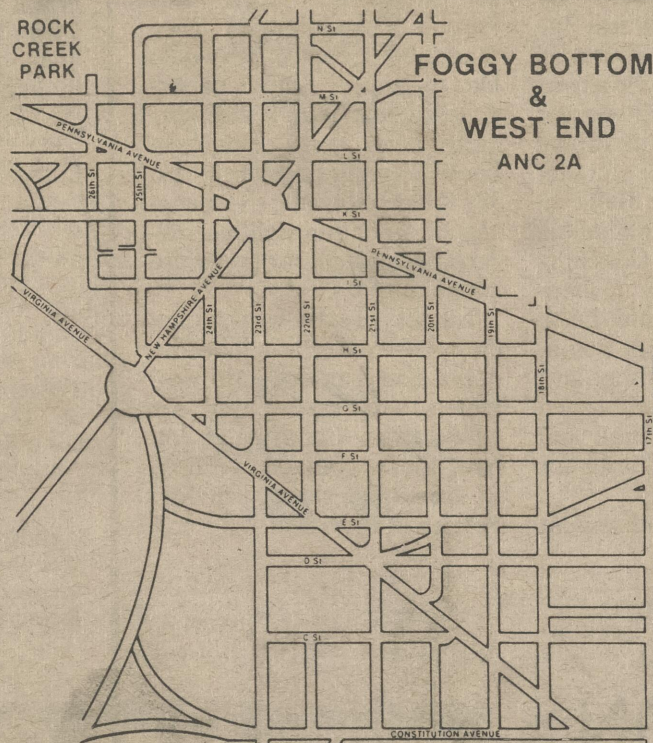
NEW VOTER REGISTRATION CARDS

by Steve Levy

The D.C. Board of Elections and Ethics was planning to send out new voter identification/registration cards on September 17th, to each registered voter. While the overall listing now seems to be reasonably accurate, in that it includes all persons who have voted in the last several years and those who sent in a registration application by mid-July of this year, the Board has had an inordinate amount of difficulty in assigning each voter the correct Advisory Neighborhood Commission-Single Member District (SMD). Most of you reading this are in ANC2a, which covers Foggy Bottom and West End. This ANC is composed of six SMDs, which, like Congressional districts in most States, cover the different portions of the ANC. A full map of the SMDs will appear in the next issue of the *Foggy Bottom News*, showing the boundary lines. These boundaries shifted extensively this year when the Ward 2 Redistricting Task Force was required to incorporate the results of the 1980 Census, by creating six SMDs approximating 2000 population each, instead of the previous seven SMDs. Please note that, while you may be in a new SMD, you still go to the same polling place.

Each voter registration card shows the SMD, and will be used by the Precinct workers on November 8th to give you the correct ballot for Advisory Neighborhood Commissioners. The first listing of voters in Columbia Plaza were still shown as being in SMD 2A04 (Geoff Stamm's District), instead of 2A05, and voters in the President, West End and Schenley were shown in my SMD, instead of 2A01 (Ralph Rosenbaum's). Geoff and I have been working with the Registrar of Voters to try to correct these problems, but despite providing them with the correct street listings by SMD several times for the ANC, there have been three successive incorrect voter listings. Next month, be sure to compare your new voter registration card with the map in the *News*, and if you have a question, please leave a message at the ANC office (659-0011) with your phone number. We will return your call. Also, please let us know if you would like to register to vote. We have voter registration applications available.

Public Meeting ANC2A
Wednesday,
October 10, 1984
7:30 PM
Red Cross Building



Tax Incentives For Historic Preservation

By Judy Robinson

The FBA and ANC are pleased to present the following article, by Judy Robinson of Traceries, on the tax incentives available to owners of historic properties. It is our understanding that the building need not be historic or very old itself to qualify for the tax credits, but that it must be at least a contributing structure within an historic district. Please read further for more details. Ms. Robinson and the DC/AIA News graciously consented to our reprinting this article.)

Investment in the renovation of historic buildings was given a healthy shot in the arm by passage of the Economic Recovery Tax Act of 1981. The act contains major tax incentives to benefit preservation projects and reverses previous bias in the tax laws favoring new construction.

Incentives in the act include a 25 percent investment tax credit (ITC) for rehabilitated, certified-historic structures and a 15-year depreciation period.

The savings to a project budget made possible by these incentives are substantial. For example, for an approved \$100,000 rehabilitation of an historic structure, the 25% investment tax credit can be deducted from taxes owed and the entire \$100,000 can still be depreciated.

Studies have shown that developers consider the 25 percent investment tax credit a critical factor in their investment decisions. Architects now play a strong role in making sure projects meet criteria for historic rehabilitation.

Definition of Rehabilitation

"Rehabilitation," as defined by the Secretary of the Interior, assumes that some repair or alteration of an historic building needs to take place in order to allow efficient contemporary use.

However, "these repairs and alterations must not damage or destroy the materials and features—including their finishes—that are important in defining the building's historic character."

Continued, page 6

Update on Whitehurst Freeway

by Maria Tyler

In the June issue of the *Foggy Bottom News* I reported on the intervention of the Committee on Transportation and Environmental Affairs of the D.C. Council (now renamed Committee on Public Works) on behalf of the Foggy Bottom neighborhood regarding the proposed redesign of the Whitehurst Freeway. In that issue, Council member Jerry Moore's (Chairman of Committee) recommendations to Mr. Touchstone, Director of the D.C. Department of Public Works, were also reproduced, detailing the measures which would need to be taken to correct the inadequate treatment given to Foggy Bottom in the Draft Environmental Impact Statement on the Whitehurst Freeway redesign proposals. Mr. Touchstone's response (June 26, 1984) to Councilmember Jerry A. Moore, Jr. triggered another letter by Councilmember Moore (July 26, 1984) which stipulates, among others, the legal grounds which form the bases for the request for additional data to determine the adverse impact of the WHF on Foggy Bottom and to enable an analysis of remedial actions that would need to be taken to alleviate the situation. The June 26 and July 26 letters, as well as Mr. Touchstone's reply (August 16, 1984) to the latter are reproduced on page 5.

Continued, page 5

FOGGY BOTTOM
ASSOCIATION
MEETING
8 PM
SEPTEMBER 24

St. Paul's Parish House
 2430 K Street NW

Status reports on:

Whitehurst Freeway, construction at 26th and K, police matters and other areas of concern to FB residents.

PLAZA COLUMBIA

by Elizabeth Charette

When residents of Foggy Bottom want to find an eye of God, should they search in (a) St. Paul's, (b) St. Stephen's, or (c) St. Mary's? The answer is in (d) Columbia Plaza's First American Bank of Washington. The eye (ojo de Dios) is there on the wall, along with a 75-year-old straw hat and serape, a bullfight poster, and some original paintings by Mexican Pan American World Health Organization (PAHO) members. Mexican paper cuttings and duck, chicken, and Snoopy piñatas hang from the ceiling. An assortment of 80 international flags wave over the tellers' area.

Assistant Vice President and Branch Manager Joseph D. Pereira explained what has been happening. "Last spring the main office asked each branch to promote its neighborhood. Many of our customers come from PAHO, the State Department, the Organization of American States (OAS), or George Washington University's foreign stu-

dent body. I wanted this bank to be a home, an identification for them. We want to dedicate space here each month to a different country."

In June, the Embassy of the Philippines suggested sponsoring an art exhibition and cocktail party for the people in the neighborhood. Those who attended felt a need for more such affairs.

"We have a huge plaza here," said Pereira. "We could be using it the way the Europeans use their plazas. But we didn't even have a merchants' association to sponsor cultural or international events. So, during the summer the First American Bank of Washington, the Columbia Plaza Gourmet, the Columbia Plaza Pharmacy, the Columbia Plaza Valet, Danny Diaz, Ltd., the Elenco Hair Salon, the Magic Gourd Restaurant, and Tokay Liquors established a merchants' association and planned a Mexican fiesta for the entire community."

The National Endowment

for the Arts arranged to have the musical group Mariachi Los Amigos provide live music and dance. Taurino Sanchez, who works for PAHO, cooked and sold Mexican lunches. The proceeds went to help support the Escuela Alvaro Obregón, an orphanage in Mexico City. Manuel Montezinos, who owns a Mexican shop on Columbia Road, lent many piñatas. Enriqueta's restaurant in Georgetown provided the lacy paper cuttings.

"We were surprised it was so successful," said Mr. Pereira. "We counted more than 3,000 people. We would like to feature Bolivia or Argentina next, but we desperately need some neighborhood volunteers to help us. We'd like to be able to present regular free, international cultural events here for the entire community."

Neighbors who want to live up the plaza now have an opportunity, perhaps, to promote a local Chinese New year or Brazilian Carnival. If you have ideas, contacts, or time to spare and share, call Mr. Pereira at 637-7804.

EXTENSIVE INFORMATION ON PRESERVATION AVAILABLE

by Steve Levy

During the course of the historic preservation project, the ANC and FBA have collected an extensive amount of information on various aspects of historic preservation. Reports can be reviewed in the ANC office on topics ranging from detailed discussions of tax consequences to techniques for repointing mortar joints. In a few instances, a limited number of copies are available for distribution. If you would like to review one or more documents, it will need to be done by appointment, usually in the evening, because of our presently not having a staff person. Please call the ANC office on 659-0011. If you would like copies of some of the publications, it is probably best to send us a note, because our answering machine only takes a 30 second message (ANC2a, 1920 G Street NW, Washington, DC 20037), mentioning which documents you would like. In the note, please give us your daytime and evening phone numbers, so we can arrange for delivery. If extensive copying is required, or if a heavy package must be mailed, *there will be a charge.*

On the list below, an asterisk (*) denotes that some copies are available:

* A guide to federal preservation regulations (from the June 1984 *Old House Journal*)

* An article by Judith Robinson entitled "Tax Incentives For Historic Preservation," which appeared in the April-May issue of the *DC/AIA NEWS*

* An article by Sharon C. Park of the NPS Preservation Assistance Division, entitled "Tax Incentives For Rehabilitating Historic Buildings" which appeared in the *Cultural Resources Management Bulletin*

National Park Service Publications:

* 36 CFR Part 67: Historic Preservation Certifications. Final Rule 3/12/84

Historic Certification Application

How to complete National Registration Nomination Forms, 1984

Certifications of Significance, 4/84

* How to apply for certification of significance under Section 2124 of the Tax Reform Act of 1976

* The Secretary of the Interior's Standards for rehabilitation and guidelines for rehabilitating historic buildings

* Technical Preservation Services Publications and

Price List, 11/83

The cleaning and waterproof coating of masonry buildings

Repointing mortar joints in historic buildings

Conserving energy in historic buildings

Roofing for historic buildings

Dangers of abrasive cleaning to historic buildings

Aluminum and vinyl siding on historic buildings

The repair of historic wooden windows

Rehabilitating historic storefronts

Advisory Council On Historic Preservation publications

*(Brochure On) Where to look: A guide to preservation information

* Federal tax law and historic preservation/A report to the Congress, 1983

Regional offices of the National Trust for Historic Preservation

State Historic Preservation Offices (SHPO) and Deputy SHPO list

Council publication and audio-visual resources:

Saving our cities—facelift for Detroit, by Roger M Williams
The case against urban dinosaurs, by William G Conway

September 1984

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Foggy Bottom News

The Foggy Bottom News is a publication of the Foggy Bottom Association. All editorial and other assistance is contributed on a volunteer basis by residents of the area.

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All announcements, letters, articles, etc., welcome but must be typed **double spaced**. Please include an evening phone number. Send to:

FOGGY BOTTOM NEWS

% West End Library
24th & L Sts., N.W.
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The opinions expressed in this publication are those of the writers. Their appearance here constitutes neither an endorsement nor official policy of the Foggy Bottom Association.

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Are YOU a Member?

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Letter to the Editor

I am exceedingly and unceasingly amazed by the Iranian graffiti in Foggy Bottom. On trash barrels, postal boxes and other public property we Americans are *now* exposed to crudely painted messages "long live the Shah." Five years or so ago the message was "death to the Shah."! The ignorant inconsiderate oafs

who write, Iranians I presume, cannot understand that most Americans don't give a damn what kind of government the Iranians choose for themselves. Scrawlings on our property does not interest us; it only annoys and makes us wish the graffiti writers would go home.

Ed Winterbottom

Historic Preservation, cont'd from pg 6

In order for Part 2 to be approved, alterations must conform to the standards outlined in the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."

These standards address both exterior and interior alterations and include preservation of historic features (maintenance, repair and replacement), design for missing historic features, and additions/alterations for the new use. They are geared towards preserving the essential character of the building and, therefore, primacy is more important than new architectural design.

The Application Process

Applications should be submitted to the District of Columbia's Office of Historic Preservation. Within approximately 30 days, that office will review an application and forward it, with comments and recommendations, to the Mid-Atlantic Regional Office of the National Park Service.

Two cases will help to illustrate the effect of *National Register* listing.

Case One:

1st American Bank was a Category III Washington landmark. However, since it was not listed on the *National Register*, it did not qualify for the investment tax credit. An application to upgrade the landmark status and nominate the building to the *Register* enabled the owners to qualify for the investment tax credit. Architect for the project—which included the renovation of the exterior and significant interior spaces such as the banking rooms and lobby—was Keyes Condon Florence Architects.

Case Two:

The *Baltimore Sun* building at 1317 F Street, N.W. in Washington was nominated to the *National Register of Historic Places* in order to qualify for the investment tax credit. A careful solution to the redesign of the elevator and stairs allowed architects Abel & Weinstein to satisfy code requirements while, at the same time, preserve the essential character of the spaces to satisfy the Secretary of the Interior's standards.

Before You Start

Several immediate steps can help avoid mistakes that could jeopardize your chances of qualifying for the tax credits.

- Consult your State Historic Preservation Officer. This individual can provide critical technical and procedural guidance to you on your project. (In the District of Columbia, the staff of the D.C. Office of Historic Preservation is your first point of contact. Call 727-7360 and talk to the staff member with responsibility for your area of the city.) Ask for copies of the application form and a brochure entitled *Successful Rehabilitation*.

- Obtain a copy of the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. (The standards are also available from the D.C. Office of Historic Preservation.) Familiarize yourself with the standards and guidelines; certain treatments are expressly advised against and certain design solutions are not considered appropriate.

- Obtain approvals before beginning work. Although the 1981 Tax act makes provision for certifying both proposed and completed projects, the total application process is geared towards completing the forms before any alterations are made. It is safest not to begin construction until you have approval for your plans, since irreversible changes could put your project at risk. (If rehabilitation plans change as the project progresses, obtain approval for changes in writing.)

- Do not begin the rehabilitation until you have thorough photographic documentation of the existing condition of the building. Do not assume that there is nothing in your building of interest or significance; you must have photographs to prove there is nothing of significance.

- Make sure you have qualified assistance. This includes accountants and lawyers who understand the tax implications completely. In many cases, local historic preservation offices suggest hiring professional architectural historians to conduct research on the property and help manage the application process.

- Be prepared to negotiate. Although over 90 percent of projects reviewed are eventually certified, frequently they first required modification, either at the local or regional level.

- Keep abreast of changes in procedures and changes in the law.

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The Fashionable West End

In the post-Civil War era, an elite residential neighborhood developed between the White House and the naval installation on "Observatory Hill." Its ambiance was described by Jessie Fant Evans, a George Washington University graduate, a preservation advocate, and author of several short histories in the 1930's for the university's General Alumni Association. (Evans thought it fitting that the alumni should be the "natural keepers" of Foggy Bottom's architectural traditions.) She described the social climate of the area as follows: "Probably in few cities in the world were so many families of similar breeding, culture, social standard and ideals congregated together in happy homes as were to be found in this vicinity during the early Eighties."

The proximity to centers of political and military power made this area desirable to naval and army officers. The atmosphere of the enclave was comparable to that of Embassy Row. "G Street in the '80's fairly rang with the wheels of carriages. On Wednesdays, the official calling day for the Army and Navy set, there was no gayer or more colorful street in all of Washington."

As contrasted with the humble frame residences in Foggy Bottom's low ground to the south of E Street, the thoroughfares running along this high ground area (between E and I Streets) were lined with substantial single, duplex, and rowhouses. Here almost all residences were of brick and were typical of the Washington rowhouses that could be found on Capitol Hill. Mansard roofs, stained glass, bay windows, iron railings, and pressed brick were only a few of the architectural features that characterized these houses. Some of the single houses were surrounded by sizeable gardens. Interspersed among these dwellings were churches, schools, and institutions like the Lenthall Home for Widows.

With the removal of the Naval Observatory to Massachusetts Avenue in the 1890's and the migration of the smart set to newer residential areas, this section of the city was ripe for a major change in occupancy.

In 1912, George Washington University moved into 2023 G Street. Observers of the surviving architectural feast remarked at the potential benefits the university might derive from the setting. In 1931, a writer for the *American Motorist* recorded: "There is a fragrant breath of history around every corner of this campus . . . Since it is the 110th year of the University, it seems appropriate that the buildings to which it moved recently should be mellowed and heavy with old associations."

The disappearance of these houses in the face of University expansion policies were bemoaned by Jessie Fant Evans in *Hamburg: The Colonial Town that Became the Seat of the George Washington University* (1935). Evans saw the area as offering a refreshing pause amid the booming development of central Washington.

For a university that had uprooted itself several times within its century-long history, Evans suggested that the university might express its longevity through the retention of the nineteenth century residences. "Although the George Washington University is illustrative of the truth that scholarship and teaching are not dependent upon bricks and mortar or stained glass . . . still we who are devoted to the University envisage arising on the banks of the Potomac an academic community which in physical aspect as well as in educational service will fulfill the dream of him whose name it bears."

The Seamy Side of Foggy Bottom

Behind the fashionable facade of the smart townhouses that were occupied by the military set, another neighborhood could be found. The origins of this latter enclave lay in the working class riverfront settlement that developed in the first half of the nineteenth century.

The working class character of this low ground area was maintained by the presence of the Heurich Brewery and the Washington Gas Light Company. Both served as employment magnets in Foggy Bottom for nearly a century.

The Heurich Brewery located at 1229 20th Street, N.W. in 1872 in a defunct brewery. In 1890, the brewery moved to 26th and D Streets, N.W. where it gained an admirable reputation for its benevolent attitude towards its employees. The brewery prospered in this location until prohibition forced it to close. At the end of prohibition, the brewery opened again. In 1956, the brewery closed for the last time, claiming that it had "fallen victim to increasing competition for a dwindling beer market." Its property was taken over by the government for the approaches to the Theodore Roosevelt Bridge.

Continued, page 8

HEREND CHRISTOFLE

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Boat House Art

by Beverlee Ahlin

Art—and boat houses—are where you find them.

In my case, the locale was "on the riverbank" at the Georgetown Tide Lock, where Rock Creek Parkway and Virginia Avenue meet near the Kennedy Center.

The dog discovered it.

While walking one afternoon, my Portuguese Water Dog (Prince Henry The Navigator) led me unerringly to the spacious second floor loft of the National Park Service's Thompson Boat Center, which is perhaps better known as the racing-boat house for Georgetown's, G.W.'s, Trinity and our outstanding high school crews.

One view of this magnificent site convinced me. Nowhere in my painting career had I seen a facility so admirably adaptable for use as an art school.

There it was, awaiting us: extensive unobstructed square footage, splendid light through floor-to-ceiling windows on three sides, a panoramic view of Theodore Roosevelt Island, of the Potomac to Memorial Bridge to the south, of the towers of Georgetown University to the north. They defied description as an art student's haven and heaven.

I wrote that same day to the National Park Service, describing a proposed "Boat House Art School" on the site. To my pleased surprise, I received a prompt reply endorsing the project as one of undoubted community benefit and outlining details of agreement and procedure.

Thus "The Boat House Art School" came into being last Spring.

Having left the world of government and aviation a few years ago on, as a friend described it, "a wing-walking passage from a secure job to the wondrous uncertainties of the art scene", I felt reassured as never before that *this* was "it".

Since then, with a steadily growing enrollment in Drawing and Painting and with plans for the adding of instruction in Photography and other media, the School has become a center of performance and progress.

Our "student body" is a stimulating cross-section of the community. It includes men and women ranging in age from 16 to 80, from beginner to advanced, from secretaries to former ambassadors, but they're as one in their enthusiasm and dedication to "learning to paint".

One man, at first maintaining that he "couldn't draw a straight line", is now painting in watercolors with remarkable results. He exclaimed the other day, "I haven't felt as 'with it' in years; I know now what they mean by 'the lively arts'!" An eager 23-year-old says, "I think I see my future"—and Lucy Kennedy Brown, 84 years young, who has published three novels and does some work for Arena Stage, produces extraordinary drawings. Says her teacher, Marilyn Grossman, "I know from the start that she was a writer. She knows how to edit art!"

We've been unusually fortunate as regards our teachers: Marilyn Grossman, a sculptor and onetime founder of her own art school, has few peers as a teacher of drawing. Her technical expertise and her rapport with her students is superb. Shirley Koller, who established the Foundry and Spectrum Galleries and is a lecturer at Northern Virginia Community College, is talented in several media, a distinguished painter in her own right and a teacher of rare skills in painting, design and color. My role, in addition to that of director of the School, is the teaching of watercolors, indoors and out. I find that the opportunity to guide aspiring artists greatly improves my own professional painting, exhibits and workshops, here and abroad.

The endorsement and encouragement the Boat House Art School has received from Councilman and Mrs. John Wilson in whose district the School lies (and with Mrs. Wilson one of our students) have been wonderfully heartening. Mr. and Mrs. Wilson, genuine patrons of the arts as of so many other cultural values, persuaded the City Council early on to certify the School by unanimous resolution as a community asset of great promise.

In full cooperation with the Art Barn, the Arts Club and all area groups devoted to art, we're looking ahead together with great anticipation. (We hope to compete with our university neighbors in quality but with lower fees.) We plan demonstrations by prominent artists, riverbank art shows of the students' work, with every possible opportunity provided for our students to "show and sell."

"Art for art's sake"? Of course. But for our town's sake as well! Art anywhere is art for everyone.

Beverlee Ahlin, Director
c/o Boat House Art School
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Whitehurst Freeway, cont.

The Honorable
Jerry A. Moore, Jr.
Chairman, Committee on Transportation and Environmental Affairs
Council of the District of Columbia
Washington, D.C. 20004

Dear Chairman Moore:

I have received your letter of May 31 concerning your public hearing on the Whitehurst Freeway/K Street Tunnel Extension and the recommendations from your staff.

We have already included the testimony obtained from the May 21 public hearing into the Whitehurst Freeway Corridor Study public record and will review this information along with testimony and statements received during the Whitehurst study public hearing sessions.

We have also considered the recommendations contained in the public hearing report and conclude the following:

- The East End Restudy and state of the art traffic model analysis conducted as part of the Whitehurst Freeway Corridor Study have addressed the effects of closing the ramps at 25th and K Streets. This simulates traffic patterns as though a tunnel were built. Therefore the traffic dispersal east of Washington Circle has been considered.
- Two examinations of the tunnel option have shown that there are no traffic benefits to be derived from a tunnel. We do not dispute the noise benefits of a tunnel in this small area, however air quality concentrations do not change. Aesthetic benefits are seen, but at great price.
- Air and noise has already been addressed.
- The concept of an economy tunnel is not valid. The preliminary estimate for tunnel construction contained in the First Interim Report (\$10 Million) was for depression of K Street only and did not include a deck, overhead, profit and escalation. When these items are added, the total cost of depressing and decking K Street approaches \$46 million. An economy tunnel does not exist.
- Prudent and feasible alternatives to the 26th and M Street ramp were researched in the First and Second Interim reports. The Steering Committee requested that these alternatives be superseded by those identified in the East End Restudy.

As contained in the Department's testimony submitted for the May 21 public hearing, the medium and long range prospects for funding the tunnel do not appear feasible at this time. We do see possibilities for providing pedestrian, landscaping and traffic management controls in the Foggy Bottom area as part of all the Whitehurst study alternatives. We would be pleased to hear of suggestions from Foggy Bottom regarding the priorities and locations of such changes.

Much time, effort and study has been conducted on the tunnel issue. Since it is not a critical transportation need for limited transportation funding, I believe further analysis would detract from more immediate decisions to be made. Unanimity on this issue between this Department and the Foggy Bottom citizens may not be

achieved, although we have diligently tried to give the tunnel issue a fair review.

Thank you for your interest.

Sincerely,

John E. Touchstone
Director

John Touchstone, Director
Department of Public Works
415 12th Street, N.W.
Room 508
Washington, D.C. 20004

Dear Mr. Touchstone:

I have received your letter, dated June 26, 1984, which responds, unsatisfactorily, to the recommendations I submitted to you on May 31, 1984. I would like to expand my earlier remarks with the following comments.

Section 128 of Title 23 of the U.S. Code requires the Department of Public Works to consider the economic and social effects of any proposed federal-aid highway project and its impact on the environment. The implementing regulation of this requirement, 23 C.F.R. §790.3(c), provides a list of specific factors to be considered including, but not limited to:

- community cohesion including residential and neighborhood character and stability, highway impact on minority and other specific groups and interests, and effects on local tax base and property values;
- air, noise, and water pollution... and
- aesthetic and other values including visual quality.

Accordingly, the above factors must be "considered" by the Department of Public Works in determining highway locations and highway designs.

The courts have defined the scope of the duty to consider under §128. The Ninth Circuit ruled, in *City of Davis v. Coleman*, 521 F.2d 661 (9th Cir. 1975), that

unless "consideration" encompasses an affirmative duty to investigate and compile data on social, economic and environmental effects, and a further duty to incorporate that data into a detailed, reasoned analysis of the project's social, economic and environmental impact, it is difficult to understand the congressional motivation for adding to §128 in 1970 an amendment requiring state highway departments to prepare reports "indicating" the consideration given social, economic and environmental effects and possible alternatives. *Id.* at 679.

Thus, in determining the highway location and design of the Whitehurst Freeway, the Department of Public Works has a duty to (1) investigate and compile data on social, economic and environmental effects, and (2) incorporate that data into a detailed, reasoned analysis of the project's social, economic and environmental impact.

Clearly, the Whitehurst Freeway has very significant economic, social and environmental effects on the Foggy Bottom community. The Department of Public Works has not considered these effects and, therefore, has not yet fulfilled its obligation under §128. I request that, in order

to meet §128 requirements, the Department compile the data described below and incorporate that data into a detailed reasoned analysis of the project's social, economic and environmental impact.

First, the regulations require the Department to consider the highway's effect on "minority and other specific groups and interests." 23 C.F.R. §790.3(c)(4). Earlier, I recommended that the Department analyze the effects of the Whitehurst Freeway on the local streets of Foggy Bottom. Your response does not address this concern. Perhaps I should have been more specific and defined "local streets of Foggy Bottom" as those streets south of K Street and east of 25th Street. These streets are not included in the traffic analyses contained in the First and Second Interim Reports, the East-End Restudy, or the Draft Environmental Impact Statement. I understand the consultant was asked by Foggy Bottom residents in November 1983 to provide an analysis of traffic changes east of 25th Street but that, to date, no such analysis has been conducted.

I note that the traffic simulation in the East-End Restudy does include K Street between 25th Street and Washington Circle and 27th Street between Pennsylvania and Virginia Avenues. However, other streets that would be greatly affected by the closing of the 25th and K Street ramps are not analyzed. Clearly, the traffic volumes on 23rd and 24th Streets, New Hampshire Avenue and H and I Streets are greatly affected by Whitehurst Freeway traffic and ought to be studied, particularly since these are residential streets.

I further note that the traffic analysis in the DEIS properly includes streets as far north as P Street between 33rd and 34th Streets and Reservoir Road between 35th and 36th Streets. If you believe that these locations are affected by Whitehurst Freeway traffic, I do not understand why you have excluded from consideration streets south of K and east of 25th where the impact of Whitehurst Freeway traffic is clearly felt by the residents. In short, there is no data to determine the transportation effects of Whitehurst Freeway traffic and the proposed alternatives on the local streets of Foggy Bottom. I again request that this data be collected and analyzed, in accordance with 23 U.S.C. §128.

Second, the air quality analysis contained in the DEIS inadequately measures the effect of the freeway on Foggy Bottom. Of the three sites chosen to measure air quality, the site closest to Foggy Bottom is 28th and Pennsylvania. Clearly, the freeway's air quality effect on Whitehurst Freeway/K Street between 24th and 26th Streets, which is surrounded by a heavily residential area, is significant and ought to be considered in determining the highway design. I again request that this data be collected and analyzed, in accordance with 23 U.S.C. §128.

Third, the closing of the 25th and K Street ramps will, according to the East-End Restudy, increase east-bound traffic volumes on Whitehurst Freeway/K Street by 30% or more. What changes can be made east of Washington Circle, at 22nd, 21st, and even 20th Street, to accommodate this increased traffic, particularly those motorists traveling north to

the West End and Dupont Circle or south to George Washington University Hospital or Virginia Avenue? Contrary to your response, this data has not been considered because, as I stated above, you have studied no streets east of 25th Street, except for K Street between 25th Street and Washington Circle. Again, I request that this data be compiled and analyzed.

Fourth, the regulations require the Department to estimate the cost of measures which eliminate or minimize the adverse effects of the project. 23 C.F.R. §790.8(b)(2)(ii)(C). The tunnel extension has been identified as a possible measure to minimize the adverse effects of the Whitehurst Freeway on the Foggy Bottom community. Accordingly, the First Interim Report states the following:

"Several options were considered in relation to this concept (depressing Whitehurst between 24th and 26th Streets) which would eliminate the 25th Street access/egress point to the freeway, including:

- Placing a deck over a depressed freeway and developing a landscaped neighborhood park on top.
 - Connecting 25th and 26th Streets, which were originally broken by construction of the Whitehurst Freeway.
- Preliminary estimates indicate the deck option would cost approximately \$10 million, and connection of 25th and 26th Streets \$500,000 each." First Interim Report, p. 60 (emphasis supplied).

This language strongly suggests that the costs of the deck were included in the estimate. Yet you state in your response that "the preliminary estimate for tunnel construction contained in the First Interim Report (\$10 million) was for a depression of K Street only and did not include a deck, overhead, profit and escalation. When these items are added, the total cost of depressing and decking K Street approaches \$46 million." This response is inconsistent with the language in the First Interim Report. I know that the \$10 million figure is preliminary, but your latest figure exceeds the preliminary estimate by 450%. I request that you look once again at this issue and develop a detailed cost estimate for the construction of an economy tunnel.

Fifth, I have concerns regarding the 26th and M Street ramp, which requires the use of publicly-owned parkland and is part of Alternatives AA and F. This ramp was proposed to off-set the effect of closing the westbound ramp at 25th and K Streets and to reduce M Street through traffic. As you know, section 4(f) of the Department of Transportation Act of 1966 provides that the Secretary of Transportation may approve or finance any project requiring the use of publicly-owned parkland only if there is no prudent feasible alternative to using that land.

The regulations promulgated pursuant to this statute, and which comply with the Supreme Court's decision in *Citizens to Preserve Overton Park v. Volpe*, 401 U.S. 402 (1970), provide that "supporting information must demonstrate that there are unique problems or unusual factors involved in the use of alternatives and that the cost, environmental

impacts, or community disruption resulting from such alternatives reaches extraordinary magnitudes." 23 C.F.R. §771.135(a)(2). Although the Department has considered alternatives to the 26th and M Street ramp, the Department has not yet demonstrated that these alternatives present unique or unusual problems. Again, I request that the Department either make this determination or develop an alternative to the 26th and M Street ramp.

I believe that further analysis is needed before the Department can determine the highway location and design for the Whitehurst Freeway. The data requested in this letter is necessary, not only to comply with applicable laws and regulations, but to assist in developing, for residents and motorists, a fair and balanced solution for the rehabilitation of the Whitehurst Freeway. Until the data I have requested is compiled and analyzed, I, as Chair of the Committee on Public Works, will not recommend approval of the needed District funds for the rehabilitation of the freeway.

Incidentally, I did not receive the Department's testimony to which you refer in your response.

Very sincerely yours,
Jerry A. Moore, Jr.
Chairman
Committee on Public Works

cc: Witnesses of
May 21, 1984 hearing

The Honorable Jerry A. Moore, Jr.
Chairman, Committee on Public Works
Council of the District of Columbia
Washington, D.C. 20004

Dear Chairman Moore:

I have received your letter of July 26 concerning the Whitehurst Freeway Corridor Study, and I have asked my staff to prepare a response. Due to the vast array of issues and factors which you have raised, a complete response to these points may take some time.

Please be assured that the elements contained in your letter will be thoroughly reviewed.

Sincerely,
John E. Touchstone
Director

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CRIMEWATCH

After a long summer, it is time to pick up once again on Crime problems which keep popping up week after week. This time, we can not lay responsibility on anyone but ourselves. We are entirely to blame.

For two years now, I have preached about the habit of some of our apartment dwellers who constantly open their doors to strangers, pay no attention to unknown people in their halls, or let in people who say they are workmen wanting admission to the building. There has been a strong revival of these bad habits both on the part of owners in condominiums and renters in both rental and condo-coop housing. Despite the efforts of Marti Clark of the Police and her team, who have been coming out to speak to various groups about crime prevention, people are still letting people who are total strangers to them enter buildings without regard for their own safety or the well being of their building neighbors. This lack of care has paid off for robbers in at least two buildings. The Swarthmore has had two of its storage rooms robbed and numerous owners plagued by unwanted door to door salespersons. In the case of the robberies except for the two storeroom doors there was no sign of forced entry. The outer door was left open by one of the tenants. Many of our condo owners have told me that it is not the owners but rather the renters that sublet apartments who have no inter-

est in the building. My answer has been that it is up to the owners to police their tenants especially where there are explicit rules and regulations. Any failure to adhere to rules and regulations particularly those involving simple security could result in severe consequences.

Our neighbors south of K Street have really been good this summer in reporting problems, thefts from cars (mostly laundry bags full of dirty laundry) and strange people wandering the streets.

We have also had the good fortune to be able to work with Officer Lee who constantly has come to our aid particularly in attempting to work with the street people many of whom think that they should be able to enter our buildings to use bathrooms, wash up or sleep when it rains. His quick manner of identifying the particular person involved and his very friendly manner have endeared him both to our resident managers and our local residents. It is people like Steve Lee and Marti Clark who make us realize that the police in our area are out to help us any way they can but they can only back us up once we take the initial step to enforce regulations ourselves.

We are still having problems with people dangling purses loosely behind their backs... who do not realize that they are sitting ducks for the quick footed purse snatcher... and better still... some of our residents who open their front doors for air and then go out

back to work leaving their front doors open, their stereos visible and therefore easy marks for a fleet-footed thief to rush by and lift anything he or she wants.

A small number of cars have been broken into and in each case there has been something visible to provoke a thief to break a window and snatch. In the four cases during the past month, it has always been a small bag left on a seat. I could expect a tourist not to know better but in all these cases, it was a local resident of long duration.

Until next time, let us perk up our own local security... watch our handbags, be careful in crossing either over K Street at 25th or under 26th, and report anything out of the ordinary that we see that looks very suspicious.

See you at the ANC and Foggy Bottom Association meetings!

Historic Preservation, cont.

How a Property Qualifies

To qualify for the tax incentives, the building first must be either: a) listed individually on the *National Register of Historic Places*; or b) located in a registered historic district and certified by the Secretary of the Interior as a contributing structure within the district.

Secondly, the building must be depreciable commercial realty (used for industrial, commercial or rental residential purposes) and must meet the following conditions:

- It must be substantially rehabilitated. That is, costs must exceed the greater of either the taxpayer's adjusted basis in the property (actual cost minus any depreciation already taken) or \$5,000 within a 24-month period.
- The building must have been in use at some time before the beginning of the rehabilitation.
- Seventy-five percent or more of the existing external walls must be retained.

Tax Credits

The tax-credit rates under the 1981 tax act provide for historic, as well as non-historic, buildings as follows:

- 30-39 year old buildings . 15 percent
- 40-49 year old buildings . 20 percent
- Certified Historic Structures (must be 50 years old)... 25 percent

The 25 percent tax credit is available for all depreciable residential and nonresidential properties, but the 20 percent and 15 percent credits are available only for nonresidential industrial and commercial buildings used for income-producing purposes.

New Department of the Interior Regulations

New Department of Interior Regulations went into effect April 11. They resulted in four major changes to the existing program:

- State participation in the program is voluntary. States can now decide if they have such things as adequate staff to participate in the review process. (If not, reviews go directly to the regional offices and the level of local review is lost.) By all indications, the District of Columbia will continue its participation.
- Developers are required to pay an application fee for tax certification. This fee ranges from \$500 to \$2,500, on a sliding scale, with a maximum charge of \$2,500 for projects costing \$2 million or more. Rehabilitation projects of less than \$20,000 will still be certified for free.
- Most conditional certifications will be eliminated. In the past, conditional certifications were sometimes given if, for example, new materials obscured the facade. Under the new regu-

lations, taking steps such as removing these materials may be required before any evaluation will take place.

• States that meet specified competency and staffing standards can play an expanded role. States that apply for and meet the standards for this expanded role can take over responsibility for primary review. Many states are not applying for an expanded role because of the staffing demands it would impose. This may be the case in the District of Columbia.

In addition, under the new regulations review time has been cut from 90 days to 60 days (and to 45 days in cases of expanded local participation).

The new regulations are reflected in a revised application form for the tax certification. This form—now available from the D.C. Office of Historic Preservation—also contains a more complete set of instructions.

Additional legislative changes now proposed would: 1) cut 15 percent and 20 percent investment tax credits (for non-historic structures) to 10 percent and 15 percent, respectively; 2) require the full adjustment to basis for rehabilitation projects using the 25 percent investment tax credit; and 3) lengthen the depreciation period. These proposed changes should move through Congress fairly quickly.

The Application Form

Applicants who wish to apply for the tax incentives for rehabilitation must complete a Historic Preservation Certification Application. (This form is available from D.C.'s Office of Historic Preservation.)

Part 1 of the application form, the Evaluation of Significance, deals with the question "Is the building historic?" Depending on the landmark status of the building, there are three ways to complete Part 1:

- If the building is already on the *National Register of Historic Places*, it is not necessary to fill out Part 1.
- If the building is within an existing National Register Historic District, Part 1 of the application form is filled out with sufficient information to prove the building's contribution to the Historic District.
- If the building is neither on the *National Register* nor within an historic district, Part 1 of the application form must be filled out justifying the building's significance. A preliminary determination of significance will be made by the Mid-Atlantic Region of the National Park Service in Philadelphia.

If the building is determined significant, additional procedures are required to have the building listed on the *National Register*. (For information on the landmark process, get in touch with the D.C. Historic Preservation Office.)

Part 2 of the application, the Description of Rehabilitation, addresses the question "Is the rehabilitation of sufficient quality to qualify for the tax credits?" Part 2 is used to: a) describe the major physical features of the building as they exist in the present condition; and 2) specifically detail the proposed rehabilitation work.

Continued, page 39

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ANNOUNCEMENTS

S.O.S.—ANC Staff Position Vacant

ANC Commissioners from Foggy Bottom and West End can once again be heard at the ANC office hunting and pecking at the typewriter, many times late at night, because they do not have a staff person! The major requirements for this *paying* job are a caring attitude about the neighborhood, flexible daytime hours, typewriting and organizing skills, talent for taking good summary minutes, and an ability to meet and mix with people easily. *Usually*, only light typing is needed, and we have a word processor/computer for those larger jobs. The position is for an average of 20 hours

per week.

While it is *not* a requirement of the basic job, for an applicant with excellent organizing skills and the ability to speak in public, the position can include extensive opportunities to perform independent research and to write and present testimony to the City Council and city agencies. We can establish a second position to help you with the heavier typing jobs.

Won't you discuss it with us? Please call Geoff Stamm at 965-5139 (evenings—before 9:00), or leave a message at the ANC office (659-0011).

READINGS AT G.W.U.

September 25, 1984 8:00 p.m. Academic Center, room B-120 (Between H and I 22nd Street NW)

JULIA ALVAREZ

Author of: *Homecoming*, a book of poems forthcoming from Grove Press. Currently at work on a book about growing up Hispanic in America. The 1984-85 Jenny McKean Moore Visiting Lecturer at G.W.U.

FOLLOWING JULIA ALVAREZ'S READING, there will be a reception to welcome her to Washington AND to celebrate the publication of *EVIDENCE OF COMMUNITY: WRITINGS FROM THE JENNY MCKEAN MOORE WORKSHOPS* (ed. David McAleavey, with an afterword by Gloria Naylor).

October 18, 1984 8:00 p.m. Academic Center, B-120
JAY PARINI, author of *ANTHRACITE COUNTRY* (autobiographical poems) and of two novels, various book reviews and other writings.

November 15, 1984 8:00 p.m. Academic Center, B-120
RICHARD RODRIGUEZ, author of *HUNGER OF MEMORY* (memoirs about growing up Hispanic in America)

Receptions to follow each reading.

CITIZENS OF OUR COMMUNITY, WE NEED YOU

WASHINGTON, D.C.—Columbia Hospital for Women Medical Center has an urgent need for volunteers. The summer doldrums are almost behind us. The brisk days of Autumn stimulate our search for new activities and new experiences.

Would you consider turning your energies toward filling a need in your community Hospital? The Information Desk at the Hospital is the first point of contact for incoming patients, their families and

friends. We need volunteers from 8:00 and 10:30 in the morning and from 4:00 to 6:00 in the afternoon to staff this very important assignment. Other potential assignments are in the patient care areas, as an assistant to the Patient Representative and clerical assignments behind the scenes.

Call Eve Gresser, Director, Volunteer Services, at 293-6596, who will explore with you the broad gamut of volunteer experiences available.

POETRY ON PENNSYLVANIA AVENUE

THE FOGGY BOTTOM/
G.W.U. POETRY SERIES
AT 2000 PENNSYLVANIA
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Each Tuesday at noon during the school year two featured poets will read from their works. One poet will represent the G.W.U. poetry community, and the other the greater Washington community. Following the featured readings, members of the audience are encouraged to read their own works in an open reading.

The program will begin promptly at 12 noon in the atrium of the 2000 Pennsylvania Avenue building, on the edge of the G.W.U. campus.

For the fall 1984 semester, the featured poets will be:

	from G.W.U.	from Washington
Sept. 11	Richard Flynn	Henry Taylor
Sept. 18	Judith Harris	E. Ethelbert Miller with Arnaé
Sept. 25	A. L. Nielsen	Joan Retallack
Oct. 2	Pamela Jenkins	Jean Nordhaus
Oct. 9	Thad Ziolkowski	David Kresh
Oct. 16	Rob Attanasio	Valerie Wohlfeld
Oct. 23	Jody Bolz	Karen Sagstetter
Oct. 30	Carmen Lattimore	Maxine Clair
Nov. 6	Linda White	Ron Weber
Nov. 13	Gary Walton	Laurie Stroblas
Nov. 20	Ray Hartz	Hugh Walthall
Nov. 27	Edward Weismiller	Paul Estaver
Dec. 4	Brooks Haxton	Beth Joselow
Dec. 11	Claire McDonald	Bernard Welt

Featured readers for the spring term will be chosen both by invitation and by competition. (Payment, incidentally, if any, will be provided in the form of lunch following the reading.) To apply to read as a featured poet, please submit a sample of 5 to 10 poems to David McAleavey, the series organizer, by November 16, 1984 (address: English Department, George Washington University, Washington DC 20052). Those who wish to be featured in the spring are urged to attend at least one fall term reading and to read some poems during the open portion of the program. For more information, call 676-6472 or 676-6180.

Artwork Donated to Library

The Friends of the West End Branch Library are pleased to announce the gift of a new work of art to the Branch and its librarian, Laird Horrell. Donated, by the Williamsburg Foundation, as visual evidence of the continual promotion of the 18th century crafts and industries, the full color photograph of The Shoemaker was framed by Mr. Dennis Firth of Stoke Poges, Buckinghamshire, England as a hands-across-the-sea-gesture of friendship. We are very happy to have this for our library, so when you go to borrow a book at the Branch, be sure to look for it. Also, you might want to look at a book of crafts etc. which Mr. Horrell may be able to show you from the Branch's own collection.

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Seamy Side, cont.

More important in terms of visual impact on the low ground of Foggy Bottom was the Washington Gas Light Company. In 1857, the company located near 26th and D Streets. Over the next century, gas storage tanks dotted that area, most notably along Virginia Avenue. With the conversion to natural gas in the 1930's, the need for the Foggy Bottom location disappeared. The gradual demolition of the storage tanks proceeded until the 1950's when the last ones were removed.

Closely tied to the rise and decline of these two major industries was the influx of government offices and large-scale commercial buildings in the area and the attendant removal of the residential population. The location of George Washington University on G Street in 1912 attracted hundreds of students into the formerly quiet residential thoroughfares.

As the housing stock in the high ground area (north of E Street and east of 23rd) aged, the prosperous middle class found newer neighborhoods outside the old city to occupy. Institutions, like the university took over these once substantial properties. To the west of 23rd Street, the modest blue collar rowhouses deteriorated. Much of this low ground area became inhabited by poor black families by the 1920's.

Most notorious in the annals of substandard housing were the alley dwellings, e.g., Snow's and Green's Courts, often called "civic plague spots." Primitive water and heating systems, rats, and the criminal element were common characteristics of many Foggy Bottom houses, both fronting the streets and tucked away in alleys. In an effort to offer an alternative to these deteriorated houses, a row of low-cost two-story rowhouses were built in the late 1930's along 24th Street behind St. Mary's Church (the location for the new housing development for the elderly).

A survey of housing conditions in Foggy Bottom was conducted by the National Capital Park and Planning Commission (predecessor agency to the National Capital Planning Commission) in preparation for the 1950 Comprehensive Plan. A sizeable chunk of land was designated a "principal problem area." This shaded area ran roughly from L Street on the north to E Street on the south, 23rd on the east and Rock Creek Parkway on the west. Principal problem areas were those in which between 25% and over 50% of the dwellings needed major repairs and/or lacked private bathrooms. (The survey was based on 1940 data.)

In 1954, a newspaper reporter described one typical example of "slum residue" in the 900 block of 25th Street. The reporter observed smoke pouring out of one house. Neither neighbors nor tenants appeared disturbed. The tenant explained to the reporter that smoke always accompanied the starting of a fire in the stove. A neighbor later recommended that a cup of salt be thrown in the stove to alleviate the situation. The reporter also observed untrained sinks, leaky drain pipes, outside toilets, patchwork floors, ceiling holes and no electricity.

The blighted condition of the western half of Foggy Bottom inspired a heated debate during the 1950's and 1960's over the future of the area. An "urban renewal area" designation was one major solution proposed. However, by the 1950's, Foggy Bottom began a turn-around on its own accord.

The neighborhood's convenient location attracted private investors interested in rehabilitating the rowhouses, following the Georgetown example. The removal of "nuisance" industries and the invasion of federal office buildings also attracted the big-time developers ready to bring in new apartment houses and office buildings. The concern with slum conditions became overshadowed by the struggle between large scale development and traditional residential values.

Highlights of the October Issue

Foggy Bottom's Riverfront Settlement

The Changing Landscape

Planning for the Renewal of Foggy Bottom

From Hamburg to L'Enfant's Capital City

The origins of urban Foggy Bottom occurred at the time when port towns were being established along the Potomac River. Many of these eighteenth century towns were sited along the river at the termini of tobacco rolling roads. In 1732, a tobacco warehouse located at the foot of present-day Oronoco Street marked the origins of Alexandria, Virginia. Further up the Potomac, at the head of tidewater, Georgetown was founded in 1751 to expedite the tobacco trade. Other towns, of a more ephemeral status, were platted along the entire stretch of the river to capture this lucrative trade, but few developed beyond the "paper town" stage.

In 1763, during this era of town building, a German emigrant named Jacob Funk purchased 130 acres of land. At the time of the purchase, the land was part of Frederick County, Maryland. Sometime between 1768 and 1771, Funk laid out 287 lots, named the town Hamburg, and recorded it in Upper Marlboro.

Hamburg was only one of a chain of nearby port towns, real or imaginary, that linked Georgetown on the west, Carrollsburg facing the Anacostia River, and Bladensburg to the northeast. Country woodland and pasture intervened between these neighboring towns. Despite Funk's affection for a major city in his mother country, the settlement was often referred to as "Funkstown."

According to Harold D. Langley in his *St. Stephen Martyr Church and the Community* (1968), Funk's lots were carved out of nine north-south streets which crossed five east-west streets. The town covered the area from the Potomac River shoreline on the south, H Street on the north, 23rd Street on the west, and between 18th and 19th Streets on the east. Some of the narrow streets were named after those in Philadelphia, the nation's prime city of the mid-eighteenth century.

These streets were designated High, Arch, Market, Persimmon, Walnut, Locust, and Mulberry. Two sites within Hamburg were set aside by Funk for church purposes, one at the corner of 22nd and G and the other at 20th and G (present site of Concordia Church). No effort was made to establish these churches for a long time. In fact, only a few buildings were actually constructed in the two decades of the town's separate existence.

With the mandate of the Residence Act of July, 1790, President Washington selected the present site of the District of Columbia for the new capital city and invited architect/engineer Pierre L'Enfant to survey the site and sketch locations for public buildings. L'Enfant was directed to the lowlands section of the site between Georgetown and the Anacostia River.

In the process of devising the plan, L'Enfant was offered the benefit of Thomas Jefferson's educated advice. In a rough sketch map he produced in March of 1791, Jefferson outlined, with dotted lines, the broad configuration of a President's House separated from the Capitol by what he called the "public walks." Jefferson envisioned this embryonic complex of public buildings and grounds along the banks of the Tyber Creek at its confluence with the Potomac River. The Capitol was located roughly at the present day southwest corner of 19th and G streets, and the President's House a few blocks to the west. Jefferson selected Hamburg as the site for the complex partly because of what he considered to be a "convenient and sufficient extent of grounds" and because, upon inspection of the shoreline, he found the river to be too shallow for commerce. No wonder Hamburg had not flourished!

L'Enfant adopted Jefferson's general spatial arrangement of public buildings and grounds, but selected Jenkins Hill as the site for the Capitol and a rise of land more than a mile to the northwest as the site for the President's House. Evidently L'Enfant had greater faith in man's ability to reshape land and water to make them functional as well as decorative.

He expected the meandering Tyber to be straightened and transformed into the major east-west route of the City Canal that would allow for goods to be transported into the civic and commercial heart of the city. At the Potomac shore between 29th and 21st Streets, L'Enfant suggested the site for a major waterfront market. When surveyor Andrew Ellicott redrew L'Enfant's plan, he sketched in an inlet or embarkation point at this riverfront location.

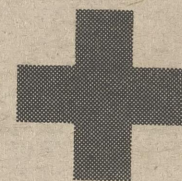
L'Enfant's canal and waterfront proposals were only half-heartedly executed in the nineteenth century. His most enduring contribution to Foggy Bottom lay in the street system of grids and the extension of radials that connected public building locations and parklands. At the site of Washington Circle, one of several major conjunction points of radials throughout the city, L'Enfant hoped to guide the growth of the future city.

These foci, reinforced by markets and other civic and commercial activities, would serve as the centers of residential neighborhoods. As the city grew, these separate neighborhoods would also grow outward and merge with each other. Yet, because of their separate origins, these neighborhoods would also retain their distinctive identities.

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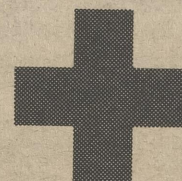


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Red Cross**

**Your
kitchen
is on
fire.**

What would you do if it were a grease fire? An electrical fire? Red Cross will teach you what you need to know about fire safety. Call us.

We'll help. Will you?



**American
Red Cross**